THE CITY'S SHAME

No Steps Yet Taken to Recover the Bodies of the Victims of the Centre Street Fire.

WHO IS RESPONSIBLE?

The Board of Police and the Board of Health Refuse to Act-The Comptroller Called Upon.

Sorrowful Scenes at the Ruins Yesterday-Grief of the Stricken Relatives and Indignation of the Public.

Another day has passed and no steps have been taken to recover the bodies of victims of the Centre street fire. It was supposed by the public and the persons so deeply interested—the relatives—that work would have been commenced yesterday morn-ing, and in anticipation of this nearly a hundred ob, but the day wore on and they still continued die. The fire engine which had remained near the away by the firemen, as its services were no longer required, although smoke continued to rise from the smoddering amban which are the smoddering amban with a smooth of the smooth of t since the fire was dug out and taken oldering embers which had not been properly extinguished. When the firemen commenced dig-ging the engine out a large crowd collected, think-ing that the search for the bodies had commenced, but they were soon undeceived and left the scene. The Sixth precinct house was more than usually

THE RELATIVES OF THE DEAD iris and boy. They were rushing incessantly in nd out, making frantic inquiries of Captain Ken-edy and his men relative to what measures, if any, were going to be taken. Captain Kennedy re-ceived them as kindly as it was possible for him to se, but being powerless to act he could not give them much comfort. During the past few days the Captain has had a hard time of it, and he states hat he has never suffered so much anxiety since e came to the precinct. He has done all that it for a man to do to have the searc nced, as have the police authorities at quarters; but they have no discretion in the stances. So anxious are the policemen in the pre-cinct to have the bodies found that they have nously expressed their willingness to work in the ruins themselves on their day off duty.
On the opposite side of the street large numbers

of people were congregated during the morning and afternoon, and their comments upon the dis-graceful spectacle of seven bodies being allowed to sughfares of the city, while the relatives of the oubt to which they have been exposed were many and severe. Well dressed men in the crowd, and even women, stated that they would cheerully so to work themselves, if permission were only granted, to clear away the debris and solve the mystery which

WILL CLING AROUND THE TRAGEDY antil the bodies are found. One gentleman wno swes in the vicinity said, "My God! this is terrible; it is shameful. If immediate steps be not taken in the matter an indignation meeting of citizens should be called to protest against such an outrage spon Christianity and civilization." Similar ex ions were indulged in by every passer-by. Ined it is long since any occurrence in the city has xcited such general indignation. Some one sug rested that some enterprising citizen should ad made, no matter what obstacles there might be thrown in the way of such an undertaking. Coming so close upon the Flith a venue Hotel are and the singular verdict rendered by the Coroner's Jury, the poorer classes of the people who were gathered at the ruins asked among themselves, "Are the hves of servants and working people of no value, that they should be so disregarded by the wealthy as they have been within the past few weeks?" All classes of people in every part of the city are equally loud in their denunciations of the spirit of miserable economy which has prompted the public authorities, the lessees of the building and the insurance companies to act in the inhuman manner in which it is considered they have. Last evening scarcely anything was talked so in the streets and in the hotels, and, from every appearance. If the proper measures are not immediately instituted, an attempt will be made to accomplish by force what should have been an immediate and imperative duty.

Among the relatives who came to the station house yesterday to make inquiries was the ic no matter what obstacles there might be

house yesterday to make inquiries was prother of Bridget McGrath, one of the unfortu

brother of Bridget McGrath, one of the unfortunate girls.

FINDING NO CONSOLATION

at the station house, he stated that he would go to the Harald office and tell his story, which he did. He says his sister was twenty-one years of age, and was the idol of her aged mother. On Monday she went to work at the establishment of Anderson & Archer, and returned home well pleased with her new situation the same night. On Tuesday morning she proceeded to business again, and that is the last her mother saw of her, as she never returned. When evening came on the old woman began to feel very anxious, but when the night had passed away and no tidings were received of her daughter, she was almost frantic with grief. Early in the morning she heard of the fire, and then she tried to prepare herself for the worst. She still had a faint hope that Bridget was not dead, but would turn up unexpectedly. Christmas Day was the most mournful of her life, and when, at its close, there was no clue to her daughter, she abandoned herself to despair. The son states that his mother is almost crazy with grief, and every time he returns from the ruins with the news that nothing has been done, he

despair. The son states that his mother is almost crazy with grief, and every time he returns from the ruins with the news that nothing has been done, he

THINKS SHE WILL GO MAD.

The poor fellow wept bitterly during the afflicting narrative, saying in conclusion, "Oh, will no one do anything to find the bodies? My poor sister! My poor sister!"

The brother of the Donoho sisters also entered the Haraldo office in company with McGrath. He is an invalid and lame, but he has kept his place on Contre street ever since the mouriul occurrence for the long-deferred work to be commenced. He is overcome with grief, and states he cannot say what the consequence will be to his mother if the bodies are not soon found. She is a widow, and the two girls, since their father's death, have been her sole support. The relatives of the other girls were all on the ground, and the picture of their safforings made many persons weep. Some of them are old men and women, and the tears rolled down their withered cheeks when they found that the bodies of their loved ones would have to remain buried beneath the ruins and the snow.

The only appearance of work on the site of the disaster is that which is being performed by Mr. Cameron, the owner of the building occupied by Mr. Gameron, the owner of the building occupied by Mr. Gameron, the owner of the building occupied by Mr. Gameron, the owner of the building to take measuatuated. This action will sacilitate the search when it is commenced, if ever it is commenced. A small ierce of men were also employed in clearing the streets of the accumulated snow.

The history of the attempt to have the ruins removed is as follows:—On the day after the fire Superintendent Kelso telegraphed to Mr. Robert Oralghead, the owner of the building, to take measures to have the space cleared and the bodies recovered. Mr. Craighead was not heard from until Thursday, when he called at Police Headquarters and said it was not has duty to act in the matter and he would not incur the expense. He said it was the dut

To the Board of Points.—
On an examination of the various statutes relating to the Board of Police and the Police Department, I am unable to find any law authorizing the department to incurespenses in the removal of rubbits from the lots Nos. 83 and 87 Centre street. Power may exist to remove the material from the street, if it can be treated as a nulasance. Respectfully automitted,

ance. Respectfully submitted.

Raw Yors, Dec. 28, 1872.

When Superintendent Kelso found he had no authority to take any steps, the matter was referred to the Department of Public Works. This departible setty, died this evening.

ment refused to interfere, on the ground that the rains were no obstruction to traffic, and consequently it was somebody eige's business to clear them away. The Board of Health was next applied to, and it also refused to act, on the ground that it had no public authority and no appropriation to cours the avenues.

pined to, and it also refused to act, on the ground that it had no public authority and no appropriation to cover the expenses.

Coroner Herrman, who has acted with commendable promptitude, is, however, determined that THE ROUNDESS NOW BE RECOVERED.

He is in hot pursuit of Mr. Crashead, and in the meantime, as a last recourse, has addressed the following letter to Comptroller Green:

Comment Orrice, New York. Dec. 28, 1872.

Approx H. Green, Comptroller, New York.

Dags disserved by which it is supposed no less than seven and of Comments of the line. After took place at 88, 86 and 67 Comments of the line is supposed no less than seven as of the building. I have now this beneath the comment of the line of

the relatives of the deceased, and a just act. Very respectfully.

Thus the matter stands at present. Five days have now elapsed since the fire, and the bodies of the victims still he buried in the ruins.

HOW LONG THEY WILL REMAIN

so is a question to which the popular will, as expressed yesterday, demands a speedy answer.

In connection with the fire a statement which appeared a lew mornings ago concerning the Woodward Building, immediately opposite the scene of the configuration, deserves to be corrected. It was stated that 200 girls worked in the upper part of the building and that in case of fire there were no escapes. This assertion is incorrect. There are three fire-escapes attached to the building, through which access can be had by means of iron doors, and other means of escape are available. In addition there is abundance of hose on every floor, each floor being independent of the other. The water supply is from a special hydrant, and the proprietors state that in case of a sudden fire they are amply prepared to encounter it and encek it before it attains to any magnitude. No girls are now employed in the building, although there were more than two hundred a few weeks ago. Libby a Co., who employed them, have moved out.

It is expected that a great concourse of people

It is expected that a great concourse or people will visit the rains to-day, and an extra force of pelice will be detailed to preserve order.

AN IMPORTANT REPORT.

Fire Marshal McSpedon on the Causes of Recent Conflagrations.
The following report as to the causes of some of

the recent fires will show how far investigation has

gone in tracing the disasters:—

After a careful and thorough investigation of the fire at Barnum's Menagerie and Museum on Fourteenth street, which occurred on the morning of the 14th inst. I have arrived at the following conclusions:—On the 24th of No. vember last one of my assistants, Officer A. B. Mooney, made an examination of the premises and reported to me the condition of the building. He pronounced it to be most dangerous so far as the Resting was concerned and liable to take fire at any moment. He also pointed out these facts to the managers of the mescum and menagerie, and they promised to have the dangers remedied as soon as possible. From this report I considered it my duty to give this place of anuscement a carcult personal inspection, but a press of business at the moment prevented my carrying out that intention. On the 30th day of the same month I again sent my officer to see if the alterations he had recommended had been made. He made a second examination, and reported the place to me as seeing in the same condition, and added that the people in charge of the place seemed very indisposed to place any confidence in him or believe there was any danger of an accident in the building. My officer explained the difference between the ordinary steam passing through heating pipes and what we call superheated steam.

This superheated mean is the vapor that passes through pipes when the fires have been builted, and the ordinary bisiness of the heating of houses for the day seems finished. It is one of the most dangerous and emitable elements we know of, and one of the mod destructive agents we know to contend against. And notwithstandling the strong expressions of opision made both by him and myself. "I the considered it my duty to report to the under-

lie that has occurred was unquestionably due to the negligence and interested parsimony of the proper authority of the community. It has shocked me personally, and I have no doubt thousands of my fellow citizens, to see that the crushed and maimed bodies of the unfortunate poor girls who lost their lives at his fire should still be left buried beneath the ruins, and no effort made on the part of the culpable owner of these buildings to search for the bones for their weeping relatives, who are anxious to comfort themselves by giving them decent interment. I discovered that immediately adjoining the only staircase of this building was a large elevator that served during the fire as a flue to convey the flames to the floors above. If this trap had been constructed for the purpose, and fitted at the foundation with an enormous bellows, it could not have more effectually performed its terrible work of destruction. There is but little room to doubt that the remains of even human beings—six young woman and one boy—lie crushed beneath the mass of brick and burned timbers now heaped upon the foundation of the ruinous structure that caused not only their death, but sorrow in the hearts of their triends and the public at large.

In this building there was but mee staircase (and I have no other term to use for it but; the internal machine, the elevator, was placed close to it, so that when the fames only he about the terms of their intended purpose and in a most wretched condition.

Pursuing the subject still further into our la

the building, were simply mantraps, entirely inadequate for their intended purpose and in a most wretched condition.

Pursuing the subject still further into, our latest disastrous fire, which occurred at Maillard's confectionery manufactory, in Mercer street and Broadway, on the morning of the 27th inst, I discovered that this configration was one of those accidents that no human forethought could have anticipated or prevented. Every precautionary measure had been taken by Mr. Maillard to guard against the possibility of fire; but, notwithstanding his constant care, a furlous fire broke out when and where it was least expected. I cite this instance particularly as a warning to the community, and I sincerely trust that the conductors and managers of large establishments throughout the city will pay careful attention to the points I have lead here before them. This fire, so far as I have been able to penetrate it, originated in the beasement, under that portion of the building connecting the Broadway with the Mercer street projectly, and was caused by sparks from the furnace, close to which cocoa was roasted, getting among the shells, and these sparks amouldering among the warm shells burst forth into flame in the unraining and caused the terrible consequences we all have witnessed.

THOS. McSPEDON, Fire Marshal.

Fire Marshal McSpedon reports forty-five fires for the week ending December 28, 1872, at noon.

The estimated loss is. \$1,157,760 Amount of insurance 1.780,230 The causes of the several fires were as follows:-Detective five
Pout chimney,
Gasilght set fire to goods and curtains.
Gas, explosion of.
Hot coals from grate
Malicious mischief
Overheated stoves and ranges.
Overheated oven.
Spontaneous combustion.
Stovenjes, overheated and insecure.
Superheated steam
Sparks from stove
Not ascertained.

A DOWNTOWN FIRE BELL.

TO THE EDITOR OF THE HERALD :-

Cannot some plan be devised to have a fire alarm in the lower part of New York, or is it true that the city is too poor to support one? In these times, when fires are occurring so often, and so much property is being destroyed and so many lives being lost, all the people want to know when a fire occurs and where. A man leaves his family in the upper part of the city to go to his business down town, and his house may be on fire for hours and he know nothing of it. How convenient it would be for such to hear the alarm bell and to count of the number of the station and to know the locality of it! Since the Post Office bell ceased to ring the downtown people get no alarm. In many ways a fire alarm bell is wanted down town, and would be of great convenience. MERCHANT.

DEATH OF A PITTSBURG CITIZEN.

PITTSBURG, Pa., Dec. 28, 1872. W. C. Robinson, a prominent manufacturer of

STORM-BOUND TRAINS

Shameful Example of Railroad Neglect.

SIXTEEN HOURS IN THE SNOW.

Four Trains Stuck Fast in the Metropolitan Suburbs.

What a Wornout Locomotive Did-All Night on the Track-Women and Children Eating Snow-A Frozen Conductor's Heroism-No Food, No Fire, No Water.

A singular and most reprehensible example of blundering incompetency and mismanagement was displayed on the line of the New York and New Haven Railroad on Thursday last, and, though not attended with any very serious results, about one thousand persons, comprising men, women and children of all ages and conditions, were subjected to great suffering, privation and inconvenience. In order, however, not to influence the public judgment in the matter it will be perhaps best not to characterize the "fluke" and the outrage on public rights which it led to in too severe terms, but simply to let one of the parties affected tell his own story.

own story.

At this particular season, when all the railroads are so much inconvenienced by the phenomenal snowfall of the past few days, it is of course a matter of extreme difficulty to keep the lines in running order, and the public is not so exacting as to expect the trains to make schedule time. A manded. Hearing, however, that several pas-senger trains were blockaded on the New York and New Haven road just above Morrisania, or in IN THE SUBURBE

of the city, on Thursday last, a HERALD Teporter yesterday sought out a gentleman who had been a passenger on one of the trans in question to learn and give to the profic his version of the story. The gentleman, whose story is appended, objected, nowever, to the publication of his name at present, but he is a well known citizen and says that should his statement be denied he will then come publicly forward.

The reporter found him late yesterday after. "after the matince," in the manager's room of a well known and popular up town theatre. Upon being informed of the object of the reporter's visit the gentleman said:

"Well, sir, I didn't want to appear prominent, or, in fact, in any way, in this matter; but in the interest of the public I think it should be told, and I am willing to tell you just what

MY EXPERIENCE
was. If my statements are questioned I will then hack them up."

back them up."
"To begin with," said the reporter, "when and
on what line was this blockade in which you suf-

"It was—let me see—day after Christmas—that's Thursday—night before last. It was on the New York and New Haven road, and we were blocked up for about sixteen hours."
"Near or between what cities on the road?" asked

"Near or between what cities on the road?" asked the reporter.

"Between no cities, but right here, in New York, almost. Why, sir. it was between Tremont and Morrisania. Fil tell you just my story, and then any questions you want to ask Fil answer—if I can. If I can, mind you! I never promise to do anything unless I think I really can do it. Now, then. I was at Tremont, and I left there to come to New York shortly after four o'clock on Thursday afternoon, on a way train, consisting of locomotive, tender, baggage car, I think, and three passenger cars. The snow was pretty deep and falling fast, and when we had got perhaps a mile or two this side of Tremont the whole thing came to a dead standstill and

side of Tremont the whole thing came to a dead standstill and

WE WERE STUCK IN THE SNOW.

Of course the passengers, myself among them, thought we should soon get along and for a little while paid no attention, but when we had been there half an hour we began to look about. We tramped alongside the train to the engine and found that there it was where the trouble lay. The locomotive was a busted-up, broken-down, played-out, gone-to-seed old thing that wouldn't draw aprize on a policy ticket, let alone three or four railroad cars. It was actually an old rattletrap not able to make any headway, as was well proved by the fact that trains on the other track, consisting of more cars and going through the same depth of snow, passed frequently at good speed. The conductor of our train, whose name I don't know beyond the fact that he was called "Frank," really seemed to be a good man, and exerted himself in every possible way to get us out of our difficulty. He sent despatches to the Superintendent, asking for motive power, and telling him of our position; but I understood the answers were to the effect that he must

tive power, and telling him of our position; but I understood the answers were to the effect that he must

GET HIS TRAIN OUT HIMSELF.

I heard this in relation to several despatches and replies. At last darkness set in, and our condition became critical. Other trains kept coming on behind us, one being a New Haven train and another was called "The Boston Express." There was still another, making four blocked in all, all of them being passenger trains and containing, I should judge, about a thousand passengers. Many of them had travelled all day, and were pretty well exhausted, particularly the ladies and children, and it was now supper time, with many persons hungry and no prospects of supper. Frank, the conductor, had been doing everything that lay in his power, and was almost bored to death by the indignant passengers, but he was not responsible for it. He waded about in the snow from one train (or engine) to the other, asking questions, trying to devise means to get out, sending despatches to the Superintendent, and worked in every way till

AT LAST HE CAYED IN

from sheer cold and exhaustion. His hands and feet were frozen; he became insensible, and we all thought he was going to die. We brought him into the car and rubbed his feet, chest and hands, spread warm clothing, such as we could get, over him, but it seemed no use, and we felt sure he would not rally. He was in this condition all night. Toward midnight things began to look desperate. The passengers in the trains behind us began to come to our train looking for wood, as theirs had given out, and their cars were becoming bitterly cold. It so happened that we were better provided with wood than they, and we managed to keep half warm."

"Could you supply them with anything at all?"

come to our train looking for wood, as theirs had given out, and their cars were becoming litterly cold. It so happened that we were better provided with wood than they, and we managed to keep half warm."

"Could you supply them with anything at all?" asked the reporter.

"Oh, no. We gave them a little wood, I think, but we had nothing else and not much of that to give. The water in the filters was exhausted, and no one had anything to eat, and people began to suffer intensely with

"HHEST, COLD, HUNGER and loss of sleep. It was pitiful, indeed, to hear the little children crying in every car, and their mothers, themselves suffering, trying to soothe them. The snow, of course, continued to iall, and, I tell you, things looked very bad. Our conductor still lay insensible. The women and children on many of the cars had to eat snow to quench their thirsi, and this only increased their desire for water, besides causing them internal pains, as they were all without food."

"Were there no farmhouses near from which you could get assistance?"

"Wait a minute;" replied the narrator: "I was just coming to that. I began to get desperate and thought i must have some warmth and sleep if I couldn't get food; so itsarted eut in the darkness to founder through the snow, looking for a house where I might get a bed till morning. I will only say that I was about an hour or two away and came back. I hadn't gone very far. I had found no house, and got back to the train

WER, COLD AND KHALFTED to the last degree. Everybody became demoralized and made up their minds that there was nothing to do but to wait there till daylight or until help came. Meantime, however, information had been sent along the line, I suppose from New York, about the blockade, and the other trains that came down during the night on ur track were switched off at some northerly station, and passed us during the night on the other track on their way down to New York. It was suggested that a signal should be set to stop one of these trains, so that they might take

once suggested to him that he should
STOP THE MEXT TRAIN
that came down toward the city on the opposite track. About eight o'clock in the
morning a train came along, responded
to our distress signal, and took off the
passengers, resching this city shortly after ten
o'clock. Of course some time was occupied in disembarkation, but we were about sixteen hours
stack fast on that track, and suffered terribly; and
there was no cause for this beyond the menn, niggardly economy of the railroad officials in trying to
run a way train through a snow storm with a wornout and worthless old engine. Any one of the
three trains behind ours could have come through
without any assistance had our train been out of
the way; but it was impossible for us to move.
Indeed, our

without any assistance had our train been out of the way; but it was impossible for us to move. Indeed, our

"And you think all was done that could be done by your conductor to get the train through?"

"Yes I do. He sent despatch after despatch to the Superintendent. I can only speak in reference to one dispatch from the office in New York to the conductor. It was in reply to his inquiry as to what he should do, and, so far as my memory serves me, the answer was, "Get the train through yourself, if you can," or words to that effect."

"Then you left your train still blockaded yesterday morning?"

"We did, and for all I know it is still there, snow-bound on the track. I heard one gentleman on board complaining bitterly of the PRCUNIARY AND BUSINESS LOSS he would suffer in consequence of the detention, and he said he would sue the company for damages if it cost him fifty thousand dollars to prosecute his claims."

"Bid you know any of the passengers on the train with you?"

"The only passenger I saw that I knew personally was Ed Haggerty. He is a well known man in New York, but I don't know exactly where you can find him."

The reporter then took his leave, and having been previously furnished with a cine as to the promable whereabouts of Mr. Hasgerty, made search for him, but without success.

THE STORM ON THE NEW ENGLAND COAST.

The Wreck of the Bark Kadosh-Terrible Story of Death and Privation-Arrival of the Survivors-Safety of the Siberia and Cuba-Steamers Overdue and Expected-Abstement of the Storm and No Further Wrecks Reported.

The great storm has now fully submided, and the amounts of its sad consequences along the Eastern coast are beginning to come in. Fearful apprehensions of the loss of various steamers and vessels overdue have in many cases been dispelled to-day safety. Among those thus neard from is the Cunard steamer aberia, which left Liverpool on the 10th noon at Halifax, where she put in early in the morning for coal, intending to resume her trip this evening. The Cuba, of the same line, but bound for New York, is also reported as having put into the same port at the same time, for a similar way from Liverpool for this port, the Sir Francis and the Texas, the former having sailed on the 10th and the latter on the 12th. The Saxon, of the Philadelphia line, is also overdue. The survivors

THE BARK KADOSH. bound from Manila for Boston, which was wrecked on Point Alderton, have all arrived in this city. Their sufferings were long and painfully severe and it is a wonder that any of those on board were left to tell the tale. Mr. S. K. Gorsuch, the first mate, who was among the saved, in an interview with a Herald reporter stated that the ill-fated vessel was beating about in the bay inside of Race Point three days before she struck. Being unable to find a pilot, and when the clouds threatened a atorm they were too far in to put to sea again, as the easterly wind was blowing them further towards the shore every moment. After the weather became very thick, and concluding that the land could not be far distant, the vessel was anchored at noon on Thursday. The storm in the meantime grew more furious, the sea running in about one hour after throwing the anchors over

and soon began to break up. All hands immediately looked about for means with which to save their lives. There were two large boats on board, be-side a whale boat. Ten of the men got into one and started for the shore, landing safely. Captain Matthews selected the whaleboat, into which himself and seven others took refuge; but on its passage it was unfortunately capsized, precipitating its occupants into the sea, and all were drowned The nautical instruments were in this boat, and nothing was saved except a chronometer, which was afterwards picked up on the shore. It is somewhat singular that the whaleboat, always consid-

what singular that the whaleboat, always considered the best craft in a high sea, should meet with such an accident, while the more clumsy boat carried its burden safely through.

After the survivors reached the land they naturally looked for their comrades, and on discovering the sad mishap three of the men got into the boat and started back to save those struggling in the waters. They failed, however, of their generous purpose, but succeeded in getting

THE DEAD BODY OF CAPTAIN MATTHEWS, which they brought to the shore and carried it inland as far as the bluffs, about one hundred yards from the water line, where they deposited it, supposing the locality to be secure from the reach of the waters. On searching for the body on the next morning no trace of it could be found, the sea having washed it away or the snow covered it beyond their reach. Besides the regular crew there were on boar i two stowaways, both of whom were saved. One of them was a Manila boy, whose first experience of snow and ice will probably make a lasting impression. He remains at Hull, having a wholesome dread of a voyage up the harbor through the drift ice.

Of the persons on board eight were lost and nine saved. Among the survivors is Mr. John Wilson, second mate. The following are the NAMES OF SIX OF THE LOST:

J. A. Matthews, captain.
John W. Kirby, steward.
Christian Overlander, cook.
John Guymer.
Julius Svenlan and Charles Greenland, seamen—the latter a Swede,
The bark is broken into small fragments, scat-

Jailus Svenlan and Charles Greenland, seamen— the latter a Swede,

The bark is broken into small fragments, scat-tered about the shore. A portion of the hemp has also been washed to the land, and will be saved in a damaged condition. The sugar will all be lost. The vessel and cargo were valued at about one hundred and forty-eight thousand dollars. Up to this evening there have been no further details re-ceived of

hundred and forty-eight thousand dollars. Up to this evening there have been no further details received of

THE WRECK OF THE PERUVIAN,
the loss of which, together with all hands on board, was reported in the Herald's despatches of last night. Her cargo and remnants of her wreck are mingled with the floating ice all along the coast. The weather, though, is too severe to attempt to recover the cargo or search for the bodies of the unfortunate crew. It is doubtful if any of them are ever recovered. The bark Frances, from Batavia, via Singapore, ashore near Highland Light, Cape Cod, remained tight at last accounts, and lay about two hundred feet from low water mark. The Underwriters' steamer, Charles Pearson, Captain Nash, has gone to her assistance, and when the weather moderates will endeavor to lighten her with a view of towing her afloat.

THE DANISH BARK PALSTER,
Captain Bache, from Antwerp, via St. Thomas, was at Provincetown this morning, and was in charge of a pliot. The weather is very cold, and there is much lee drifting along the coast, but the sky is clear, the sea smooth and the wind northwest, blowing a moderate breeze.

The bark Juan F. Pearson, of Portland, Captain Gould, from Montevideo for Boston, with a valuable cargo of hides, put into Gloucester harbor Friday all right. Some anxiety was felt for the safety of this vessel, as she was known to be on the coast when the storm came on. Late telegrams this evening from Gloucester and Provincetown state that no further disasters are yet reported.

EASTERN TRAVEL

The Storm on the Housatonic and Naugatuck Railroads.

BRIDGEPORT, Conn., Dec. 27, 1872. The severest snow storm of many years occurred nere on Thursday, drifting badly and leaving about two feet of snow on a level. The railroads are all badly blocked up, and the mails very much disarbadly blocked up, and the mails very much disarranged. No through trains on the New York and Boston line have passed either way since yesterday noon, and the morning train from New Haven to New York was two hours and a half late. Up to noon to-day we have no New York mails. On the Housatonic road the mail and passenger train, which left here at half-past ten yesterday morning, reached Pittsfield, Mass., at three o'clock this morning, or twelve hours late. The down milk train on the same road, due here at nine o'clock last night, reached the depot at seven o'clock this morning. The Naugatuck road is reported all clear, the train coming in this morning only half an hour behind time. The drifts on the New York and New Haven road are reported very heavy. The weather has been very cold for three days past. The reads will be all clear for travel by this evening.

THE ADRIATIC.

Departure of the Crack Ship of the White Star Line Yesterday.

The Question as to Her "Disabled Condition" and What the Agent of the Company and the Captain Have to Say About It-The Steamer in No Danger and a Quick Passage Predicted-The United States Authorities Notified as to the Vessel's Condition and the Mails Put on Board as Usual.

Considerable excitement was occasioned yester day throughout the city by a report published in one of the daily papers that the Adriatic—one of the steamers of the White Star line—was to leave disabled condition. It will be remembered by the readers of the Herald that the Adriatic had a ter ible time of it during her late passage across the Atlantic to this port. Although she was considerably knocked about in the storms she encountered she very fortunately, thanks to the stanchness of the vessel herself and to the skill of her commander, Captain Perry, managed, in the long run, to reach Sandy Hook without having even a boat stove in or a piece of wood about the ship even splintered-to during the voyage her screw was damaged to a certain degree. It was this damage which attention was called to by the report in question, and as a consequence many of those who had been

BOOKED FOR PASSAGE on board the vessel were seriously alarmed. HKRALD reporter yesterday, in order to ascertain whether the ship was really unfit to make the voyage safely, paid a visit to the office of the company, on Broadway, and finding that the agent, Mr. Sparks, had gone over to Jersey City to see the vessel off, at once proceeded to the company's wharf. Mr. Sparks and Captain Perry, the commander of the vessel, were on board the ship, and, on ascertaining the object of the reporter's visit, willingly consented to answer any questions pu to them concerning the condition of the steamer. "Is the ship in a disabled condition, Mr. Sparks?"

was the first question. "Well, as to that," was the reply, "I think that the company have common sense enough not to be willing to lose their property if they can help it. All the vessels on the line are insured by the com-pany itself to the extent of one-third of their value, and it is not likely that they would send one of them to sea in a disabled condition. They value their own property as much as any outsider can, and the Captain here can explain to you how groundless was

and the Captain here can explain to you how groundless was

THE MALICIOUS REPORT
published to-day concerning her 'disabled' condition. You know the line," he added, "is a new one and has suddenly sprung into popularity, and is making great inroads into the patronage of the other lines. Time and time again reports have been scattered broadcast about our vessels with a view of injuring us, and it has happened more than once since the vessels have been running that articles written through malice or jealousy have been hawked about to the various newspaper offices, but have failed to deceive the publishers. The article in question to-day was prompted. I have not the slightest doubt, by a party who has malice to gratify against the company, and i have learned that it was allowed to appear either through mistake or inadvertence. It states that the writer called on board the Adriatic. If he did no officer of the ship knew it, and his "information," therefore, can be taken for what it is worth. But, as I said before, Captain Perry can explain "THE SHIP'S CONDITION"

"And I will do so with pleasure," remarked the

to you."

"And I will do so with pleasure," remarked the Captain. "Now as to the broken screw. It is a four-blade screw. During our last voyage two of the blades were broken, and a thorough examination was made by a diver, who has given in writing a statement, showing that we have two blades complete, one-half of a third and two-thirds of another. If that can be called 'thoroughly disabled' then I don't know anything about seafaring."

"But in case of a great storm would the present condition of the screw not endanger the ship's safety?"

"Not at all," replied the Captain trying to see

safety?"
"Not at all," replied the Captain, trying to repress a smile at the, to him, evident simplicity of the question. "Why, some vessels that go abroad have screws of only two blades. But that is neither here nor there. The fact is this:—The screw is quite competent to do the work required of it, and if you have any doubt on the subject let me give you

me give you On the night of the 12th instant, when the two On the night of the 12th instant, when the two blades were broken, we were in the same kind of weather as the Canada, the City of Paris, the Manhattan and the Abyssinia. In other words, all these vessels were within two hundred miles of one another, as can be seen by their logs and our log. Now, here are the distances accomplished by these steamers and our own from the day the two blades of our screw were broken:—

without the screw. In aven't the slightest doubt but that with sail alone she could make the passage in fifteen days."

"Had there been a dock large enough to accommodate the vessel," remaked Mr. Sparks at this point, "we should have had her put up at once and a new screw put in. But that we had not been able to do so is no fault of ours. The city is to blame for not having the proper accommodations. But, as the captain says, the damage to the screw does not put the vessel in the slightest danger, as the malicious report this morning tries to make out. If it did I certainly would not ship on her, as I have shipped to-day, \$30,000 in gold, on which there is no insurance. I should also state that I notified the United States authorities all about the damage to the screw, and as we carry the entire United States mail for England, a very valuable one always, it is pretty certain that if there was any danger the authorities would not have allowed the mails to go by the vessel."

The department of this conversation it was nearly four o'clock, and shortly atterward the pilot came on board and the huge steamer swung out into the stream and at once beaded down the Bay, to all appearances scudding along as rapidly as though the screw was intact, Captain Perry, her commander, is said to be one of the most experienced scamen in the marine service, he having already had an experience of twenty-two years, and the vessel has a full crew and is ably officered. She took out eighteen cabin passengers and about fifty steerage. Several of the cabin passengers, owing to the report about the vessel, backed out and did not take their departure.

THEODORE THOMAS' CONCERTS.

THEODORE THOMAS' CONCERTS. The second of Theodore Thomas' symphony con-certs was given last evening in Steinway Hail, to a large and appreciative audience, mainly made up

of the German nationality. The programme in-cluded an old favorite, namely, Beethoven's symopening piece of the concert, and was followed by the first appearance in this city of Mr. S. E. Jacobsohn, who appearance in this city of Mr. S. E. Jacobsohn, who appeared to give great satisfaction to a portion of the audience in the rendering of Max Bruch's concertos, for violin, Op. 26. The overture, King Lear, Op. 4, closed the first part and received its just merit of applause. The loneliness and the madness of Lear were marveillously portrayed in the weird, wonderful music of this piece. The gem of the evening was the second and last part. Liazt's symphonic poem "Die Hemmerschlacht," was a musical representation of the wars of the barbarian hordes against the Christians. The choral that proclaimed the final triumph of the Christians was touchingly rendered, and included an organ solo and accompaniment that was admirable in purpose, but might have been more perfect in execution. Wagner's introduction and finale, "Tristan und isolde" and "Der Rittder Walkaren," concluded the concert. The first is a beautifully descriptive piece of the ecstasy and misery of a tragical love, with a finale that blends from a discord to a harmony of sweet sounds, that tells of the lovers' brighter and happier destiny. The second was a very appropriate conclusion to a thoroughly classical concert, in which the Walkuren or Walkyrias of the Odin maidens are given with so much spirit as to send the andlence away with a memory of martial music that could not easily fade sohn, who appeared to give great satisfaction to a

THE KU KLUX PRISONERS.

Arrival of Some Notable Individuals from Charleston-A Baptist Minister Among the Number-Their Departure for Albany Penitentiary Last Night-Fourteen Murders Confessed To by Three of the Party.

Yesterday morning, at a few minutes before noon, the Charleston steamer James Adger came to her moorings at pier 29 North River; situated at crusted fore and aft with a thick coating of ice which made her decks as slippery as a skating pond, and on which the satiors repeatedly fem while handling the ropes which were being used to moor her to the pier. The hull and paddleboxes of the vessel, coated with ice, sparkled in the noonday sun with wondrous brilliancy. The hoarse cries of the pilot of "Stop her!" "Easy ahead!" "Slow her!" ceased after a while, and eventually the steamer, which had been buffeting the bitter northeast breezes since last Tuesday at noon, was safely moored. Long before she had been made fast a HERALD reporter had sprang aboard and was engaged in conversation with

TEN KU KLUX PRISONERS. who were found in the second cabin, and who were on their way to the Albany Penitentiary to andergo various terms of imprisonment. The party looked jaded and worn, having all been great martyrs to sea sickness. As soon as the steamer was moored the party landed on the pier,

A NORTH CAROLINA MARSHAL and two Deputy Marshals, their rear being guarded by several members of the river police attached to harbor police boat Seneca, which was lying off in the stream, awaiting their arrival at the adjoining wharf, belonging to the Narragansett Steamshi Company. The prisoners marched along with downcast heads to the end of the pier, where a number of colored men were at work moving bale of cotton.

WHO SCOWLED AT THE PARTY as they went by, and several of them remarked they supposed they were being taken to the Tombs, which was the proper place for such/murderous individuals. As the prisoners passed into West street several of their number looked around, as if, hoping against hope, that some attempt might be made to rescue them by sympathizers in this city; but such hope was flusory, for the procession of sleighs, freighted with merchandise, swent on in the even tenor of their way, while their drivers were unconscious of who the strange-looking individuals were composing the small procession, while on the sidewalk the shivering pedestrians rushed along looking neither to the right nor the leit, but all impelled by the same motive—viz., to reach their destinations quickly. Leaving the street with its snow hummocks, and its roadway with the snow of fully a foot in depth, through which the sorrowful party tramped, the wharf of the Narraganset Steamship Company was reached, and when they had arrived at the further end a halt was called by the Marshals.

THE PARTY GAZED WISTFILLY

across the broad expanse of the Hudson until their attention was called to the evolutions of the police steamer Seneca, which was seen fighting her way through the lee to the end of the wharf to take the party on board and to transport them to Forty-second street, on the East River, where they were to be taken to the Grand Central depot, and forwarded by the afternoon train to Albany. At last the trim little steamer buffeted her way through the lee and was close to the pier, from which a plank was thrown out, and a few seconds later, the prisoners were on board the Seneca.

CAPTAIN FRANX SPEIGRT, THE COMMANDER, stood on the deck and instructed the prisoners to move aft. This order was obeyed with alacrity, for the men were glad to escape from the cold and pilitiess blasts which came sweeping across the Hudson. After the prisoners were duly placed in safe keeping one of the North Carolina Marshals jocularly remarked to the prisoners, "We have come to put you b as they went by, and several of them remarked they supposed they were being taken to the

oaths, doubtiess wishing the United States authorities

EVERYTHING BUT A HAPPY NEW YEAR.

The following is a list of the ten prisoners:—
Rev. John Ezell, of Macedoman Baptist church,
near Lewiston Springs, Spartanburg county, South
Carolina: married and has children.

Alfred Lemaistre, Union county, S. C.
John Whitlock, Union county, S. C.
Marion Fowler, Union county, S. C.
Hosea Matthews, Union county, S. C.
Hosea Matthews, Union county, S. C.
Jemmy Donaid, York county, S. C.
Jemmy Donaid, York county, S. C.
Jerome Whisonant, York county, S. C.
Jerome Whisonant, York county, S. C.
Jerome Whisonant, York county, S. C.
The ages of the prisoners varied from nineteen
to thirty-five, and all are married except McDonaid.
The terms of imprisonment and fines vary considerably. Jemmy Donaid is sentenced to two
years. Fowler to jour and all the others to five
years' imprisonment each. The Rev. John Ezell is
sentenced to pay a fine of \$500 and the others \$200
each.

each.

The Brothers Whisonant and Lemaistre have confessed to having committed fourteen assassinations, while the others have been found guilty of conspiracy and of the raid on Union Jali some two years ago, in which some fitten men were killed. Nearly all the men are sous of people owning plantations.

years ago, in which some nices men were kined.

Nearly all the men are sons of people owning plantations.

An interview with the saptist minister.

This individual, who was terribly crestfallen, told the following story in a tremulous tone:—

I was ordained to the Baptist ministry in 1846 in Spartanburg county. I used to go among the neighbors, and used to try to dissuade them from entering into any conspiracy, but my motives have been misconstrued, and I was arrested, tried and condemned. I am a married man. My eldest son is a theological student at Greenville, N. C., and the other is at a theological seminary in Wanford county, North Carolina. I consider I am an illused man—(with volumeae)—and you may publish that in the Heraald.

The north Carolina Marshals.

The names of the Marshals who brought on the men from Charleston are Colonel R. M. Marshall and Deputy Marshals M. Hubbard and Coats, the latter wearing an immense bearskin coat, while Mr. Hubbard wore a private soldier's blue overcoat. The prisoners had no overcoats, but had blankels thrown over their shoulders. Their beards were stubbly, and they all looked much in need of rest. They refused to hold any converse on the subject of their crimes, real or alleged. Their faces, with one or two notable exceptions, were of an agricultural type of a somewhat low order, which was borne out by their conversation. They appeared to have hopes of elemency from Washington. They left for Albany last night.

STABBED TO THE HEART. Terrible Murder Near Louisville-A Butchery for a Few Articles of Cloth-

LOUISVILLE, Dec. 28, 1872 Levi King was arrested to-day, charged with the murder of Richard Baker on Thursday. The two lived in the village of Arnoldtown, in the lower end of the county, about thirteen miles from the city. On Thursday Baker and King went to a store in that vicinity, and bought a dress and some trinkets. The men left the store together, and Baker failing to come home, search was instituted, and yesterday his body was found in a ditch about a mile from the store. An examination revealed the fact that Baker had been stabbed in the heart, and that his head and face heart, and that his head and face had been beaten and bruised entirely beyond recognition. A brother of the dead man, however, identified the body by the clothing. The dress purchased by Baker was found in King's house after the latter's arrest. A knife was found on King's person, one blade of which corresponded with the wound in Baker's breast. King denies all knowledge of the murder, and says Baker got drunk and he left him asleep under a haystack. King is held for a further examination. On Thursday Baker and King went to a store in

THE COTTON WOOD AVALANCHE.

Reported Loss of Twelve Lives-One Body Recovered.

SALT LAKE CITY, Utah, Dec. 27, 1872. But little additional intelligence has been re-ceived from the Cottonwood avalanche. It is asserted that twelve men are missing. The slide came from the very mountain, a distance of a mile, with frightful speed and force. The atorm prevalent prevented any warning of its approach that it was upon the lines of teams passing at the point where it crossed the road. Meñ, mules, wagons and sacks of ore were carrried away like wisps. The body of snow where the force of shovellers are at work is very large and excavation is very slow. One dead body was recovered to-day. The storm continues, rain here and snow in the mountains. The Union Pacific train is nine hours late.

Cincinnati, Obio, Dec. 28, 1872.

James Venters and Andrew Diles, workmen in the Bellfonte Iron Works at Ironton, Ohio, were scalded to death yesterday while cleaning a boiler. The engineer, supposing the boiler had been disconnected, turned on the steam while the meeter in the boiler.